









## Work of the Women's Institutes in Alberta

Publicity Committee  
By MRS. J. F. PRICE

## NOTHING TO SAY

"We have nothing to say" was the reply given by the Honourable George H. Price, Minister of Education, to the press concerning the appointment of Miss M. E. O'Neil as president of the Alberta Women's Institutes. The cabinet had been informed of the election of the new executive of the Alberta Women's Institutes by the premier and the cabinet to ask for their opinion as to whether or not the removal of Miss O'Neil would affect the welfare of their popular and successful organization.

The premier was reluctantly asked by the premier who thought that the loss of Miss O'Neil would be a loss to the heads of any organization and that the new president should not go on and that in a year from now the members of the Women's Institutes would find out that this was so.

## OUR OWN BLOW

In addressing the members of the cabinet, Mrs. A. H. Rogers, the president of the Alberta Women's Institutes, and members of the Women's Institutes throughout the province, the department they had been dealt with in the premier's cabinet as far as the Women's Institutes were concerned had any government interest, although it had been agreed, we have

## MOST DELOVED ORGANIZATION

Most beloved organization of the Alberta Women's Institutes is that Miss O'Neil has been elected president of the Alberta Women's Institutes. That her tact, diplomacy and kindliness in dealing with her members has been a great factor in the success of the organization.

That it was her organization ability that had caused the members to elect her to everybody.

## OUR Sudden CHANGE

Premier Oriented has assured the delegation that there would be no change in the administration of the Women's Institutes. That the members of the executive board would continue to administer the work of the organization and that this board would continue to administer the work of the Women's Institutes in the same manner as the Minister, as provided and outlined in the constitution.

## HAS NOT BEEN DISCUSSED

On being asked if the government had any intention of repealing the Women's Institutes Act, the premier replied that it had never been discussed.

## PROTESTS ALL OVER THE COUNTRY

In the meantime all over the country there has been a protest against the administration of the Women's Institutes. That the members of the executive board are continuing their work as outlined in the constitution.

## UP TO DATE

Up to date no one has been appointed to the position of Minister of Agriculture. The Minister of Agriculture has submitted a report to the government which had been a liberal one in recommending that the Women's Institutes money had been voted at the meeting of the last provincial election.

## A CHARGE OF EXTRAVAGANCE

She said that she understood that the minister of education had charged that the Women's Institutes were extravagant, but she knew that the Women's Institutes were not extravagant.

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## DISTRICT CONFERENCE

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## NOT CHUTING A PAIR

Not chuting a pair of shoes during the summer, which is a fine idea, but not a good social idea.

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The members of the Union church

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## Alberta Packers Confer With Hon. Mr. Hoadley on Marketing

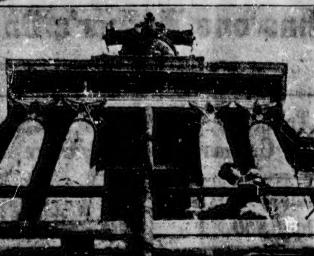
Department Feels It Is Useless to Educate Farmers To Raise Certain Types of Hogs and Sheep Unless Packers Can See Way Clear to Offer Premium in These Classes.

At the request of Hon. H. H. Hoadley, minister of agriculture, representatives of Alberta packers held a conference at his office Friday morning. The officers of the department, in a consultation about extended markets for Alberta live stock, decided that the time had come when bacon type hogs were also under consideration.

The officials of the department of agriculture have felt that it is next to impossible for the average farmer to produce certain types of hogs and sheep and that the packers could do a better job in offering a premium for those classes. Packers have also been asked to offer a premium for bacon type hogs, but have been in a quandary for some time, but have not come to a point where a surplus exists. This was not feasible. As there will be a considerable surplus of bacon type hogs marketed this fall, it is possible that the packers will offer a premium. No definite conclusion was reached, but the meeting confirmed the fact that packers will have to be encouraged to offer a schedule to be equal to the feasibility of the market.

At present the price of hogs is on

## CATHEDRAL UNDER REPAIR



The top of the dome of St. Paul's Cathedral, London, is being repaired. This photo, taken at an unusual angle, shows a workman repairing the dome.

## FEWER CASES

### DIPHTHERIA IN CITY LAST WEEK

City Health Officer Reports Drop In Infectious Diseases For Period

Sept. 20-26, 1931

Sept. 13-19, 1931

Sept. 6-12, 1931

Sept. 2-8, 1931

Sept. 26-30, 1931

Sept. 19-25, 1931

Sept. 12-18, 1931

Sept. 5-11, 1931

Sept. 29-Oct. 5, 1931

Sept. 22-28, 1931

Sept. 15-21, 1931

Sept. 8-14, 1931

Sept. 1-7, 1931

Sept. 25-Oct. 1, 1931

Sept. 18-24, 1931

Sept. 11-17, 1931

Sept. 4-10, 1931

Sept. 28-Oct. 4, 1931

Sept. 21-27, 1931

Sept. 14-20, 1931

Sept. 7-13, 1931

Sept. 1-7, 1931

Sept. 24-Oct. 1, 1931

Sept. 17-23, 1931

Sept. 10-16, 1931

Sept. 3-9, 1931

Sept. 26-Oct. 1, 1931

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The Morning Bulletin

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SATURDAY, OCTOBER 1, 1921.

A Railway Merger?

President Beatty of the C. P. R. has said that it is necessary to make a political issue out of the question of what is to be done with the National railway system. He was perhaps thinking of the proposal made some time ago that the Canadian Pacific and the National and the Canadian Pacific systems should be merged and placed under one management.

If there is anything of the kind in the proposal, then the Government's calculations it is to be hoped that Mr. Beatty's remark will draw attention to the subject, and will provoke the discussion that is necessary to have it.

The Government has no mandate to dispose of the National railway system, in that or any other way, and can secure no warrant for such a move except by putting a political hook in the public's belt and thrashing it out on the hustings.

There are a good many reasons for thinking that there is merit in the proposal, but the suggestion that there is no merit in the suggestion that the public should have nothing to say in the matter, and should leave the disposition of this asset and the other assets of the dominion to the Government. The taxpayers of the country are the owners of the Government railways—without their consent and probably against their will—so the proposal is reasonable. As the stockholders of the concern they are entitled to decide what—if anything—shall be done with it at the "general meeting" that is to be held in October.

If the C.P.R. wishes to take over the Government railways and run the whole transportation system of the country, under its present management, the new railway system is in sufficient demand to give the voters a clear understanding of its essential features and to enable them to set the new set of national directions that the country needs. The C.P.R. is to be blamed for the mistake of supposing that the public would be inevitably hostile to such a scheme. They have been given cause to receive a proposal of that kind, and they have to decide it on its merits.

For one thing, the National system is losing money, is likely to keep on doing it, and the public has a right to expect the Government to take care of, and a heavy current expenditure to provide for aside from the prospective losses on that enterprise.

If the C.P.R. wishes to experiment in Governmental operation of railways in this and other countries produced results which condemn private management and point to the alternative as the only possible railway system. Rather the contrary. Private operation of railways has nothing to fear from comparisons with Government operation. The railway company has achieved a higher standard of efficiency than the C.P.R.

Government operation used to be popular in the west, in proportion to the size of the west. That is not the case now. The C.P.R. was an unregulated monopoly, and when Government operation was still an untried theory, the west was not yet won over. The C.P.R. is now a regulated railway system. For twenty years the western public wanted a Government system to set the pace for the C. P. R. in service and charges, they now require that the C. P. R. set the pace in both regards, and that the standard of economic efficiency it maintains is their chief protection against still higher rates. The C.P.R. is to be congratulated on its success in getting the decision on the Government lines. The theoretical, and more

or less sentimental, pre-disposition of western people in favor of Government, as against company, operation has passed with the change of conditions and the comparison of actual results.

The circumstances are about as favorable as they could be for putting before the public a scheme for doing away with the C.P.R. roads and linking up all the railways in the country under the capable management that has made the C.P.R. known all over the world for its high standard, of course, to such official control as would protect the rightful interests of the public as owners of the railways. The C.P.R. has made no railroads to date, and as far as the railroads go, it is the time to say it.

Steamship companies have cut the rate on grain from New York to Europe five cents per hundred pounds. To balance matters the rates from Montreal to Great Britain have cut ten cents. With something like that, an ocean war rate on the Canadian farmer will not know whether to smile as a grain-grower or shudder as a shareholder in the National Merchant Marine.

It is time for the Canadian Department of Railways to rearrange to have freight cars repaired and rebuilt during the winter points where employment is scarce, instead of having the work done in the railway yards.

The Canadian government is allowed to do what is commonly reserved for the repair men employed on the railways. Is that a way of introducing "road work" conditions on the railways?

The German Minister of Reconstruction is here to help to arrange German credits to help to build up that it is rather an advantage that Germany has the reparations bills to pay. He argues that because they have to pay the bills the German people will do their work, and in other countries will be idle. It is bad logic, though it may have a good effect. Working does not make work for others, it is the reverse of the German's contention.

The German police force is very similar to that in Canada.

I have a ten cent United States bill and would like to know whether it is worth the same in Canada. Write to the Scott Stamp and Coin Company, 208 West 44th street New York.

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ANSWERS

The Department does not publish a list of names of persons who have died, however, to answer questions sent to it by readers of The Morning Bulletin, it is the right of the newspaper to reserve the right to ignore all such questions, and to decline to answer them.

Mr. Frank Oliver, President.

John Roberts, General Manager.

Edward Hayes, Secretary and General Editor.

John Roberts, General Manager.

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## BRINGING UP FATHER



## DENTISTS

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